

Congress of the United States
Washington, DC 20515

March 9, 2022

Administrator Amit Bose
Federal Railroad Administration
U.S. Department of Transportation
1200 New Jersey Avenue SE
Washington, DC 20590

RE: Docket No. FRA-2022-0006, Request for Information (RFI) Corridor Identification and Development Program

Dear Administrator Bose,

We write to encourage the Federal Railroad Administration (FRA) to strongly consider intercity passenger rail projects and corridors identified in state rail plans as you develop and implement the Corridor Identification and Development program. The Infrastructure Investment and Jobs Act (IIJA) makes historic investments in our passenger rail infrastructure and we look forward to closely working with you to implement these transformative dollars.

We are proud that California is home to the nation's leading state intercity passenger rail network. Our state supports three of the top-performing state-supported services in the United States and is actively exploring new corridors for service. Since 2015, California has invested \$4.7 billion into our existing intercity rail network. These investments are guided by the 2018 California State Rail Plan, which demonstrates a sustainable pathway of growth to meet the anticipated demand of 1.3 daily million intercity passenger rail trips by 2040.

While state rail plans are not explicitly required by law and do not prevent federal funding of non-state identified rail projects, they continue to provide a publicly vetted mechanism for planning and investment decisions for state rail corridors. Our state is currently working to update its state rail plan for 2022 with exciting new projects and service enhancements that will benefit connectivity, create jobs, and help our environment. This rail plan will ensure projects, potentially funded by the FRA in the future, already have the required stakeholder commitment and public support needed to quickly implement and maintain in the long run.

The IIJA created the Corridor Identification and Development program that would require FRA to annually submit and develop a project pipeline to Congress for review. We believe this pipeline process will increase awareness and attention to intercity passenger railroad projects outside of the Northeast Corridor and help to spur public interest in passenger rail. In addition, the developed project pipeline will receive certain preferences in other potential passenger railroad funding programs like the Federal-State Partnership for Intercity Passenger Rail (Fed-State Partnership).

As you develop the Corridor Identification Development Program, we urge that you give strong preference to several specific criteria listed in 49 U.S.C. 25101(c) (RFI Question 14). In particular, we ask that you strongly weigh 25101(c)(6) - committed or anticipated State, regional transportation authority, or other non-Federal funding for operating and capital costs; 25101(c)(8) - whether the corridor is included in a State's approved State rail plan developed pursuant to chapter 227; and 25101(c)(10) - whether the corridor would benefit or improve connectivity with existing or planned transportation services of other modes such as higher speed rail.

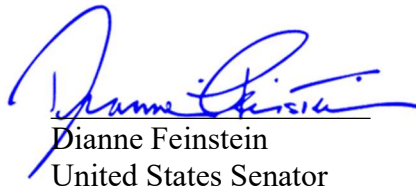
Projects already identified in state rail plans (Criteria (c)(8)) should be given strong consideration because this would prevent unnecessary duplication of already publicly-vetted projects and corridors that, in many cases, already have approval and buy-in from freight railroads, state and local governments, and committed state funding. Criteria (c)(6) and (c)(8) value these planning efforts and the Corridor Identification and Development Program should utilize these key criteria. In addition, prioritizing criteria (c)(10) would allow any rail investments to maximize the added benefits of increased rail service by building on top of existing modes of transportation.

California has a proven track record of intercity rail success and state-led planning efforts such as state rail plans can be very helpful in determining appropriate opportunities for federal investments. As you and your staff embark on implementing the historic passenger railroad funding contained in the IIJA, we strongly encourage the FRA to carefully consider state rail plans and state-led planning efforts when making funding decisions.

Sincerely,



Ami Bera, M.D.
Member of Congress



Dianne Feinstein
United States Senator



Alex Padilla
United States Senator



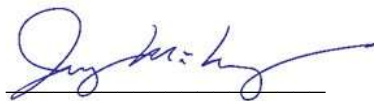
Josh Harder
Member of Congress



Jim Costa
Member of Congress



Pete Aguilar
Member of Congress



Jerry McNerney
Member of Congress



Mike Levin
Member of Congress



Barbara Lee
Member of Congress

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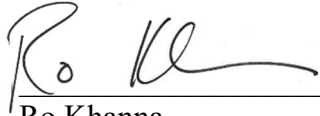
John Garamendi
Member of Congress

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Scott Peters
Member of Congress

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Doris Matsui
Member of Congress

A handwritten signature in blue ink, appearing to read "Ro Khanna", written over a horizontal line.

Ro Khanna
Member of Congress

A handwritten signature in blue ink, appearing to read "Zoe Lofgren", written over a horizontal line.

Zoe Lofgren
Member of Congress